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[a1351]

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Hongkong, 1st September, 1910. [a43]

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Hongkong, 27th January, 1910. [a408]

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Hongkong, 21st September, 1905. [a478]

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the Finance Bill than anything yet proposed. It provokes a smile to hear these professions of deep regard for ancient usages coming from men who are putting the constitution into the melting pot. However, in spite of the protestations of the Government, the amendment was passed by an overwhelming majority. This clearly fore-shadows what is going to happen in the case of the other amendments which more vitally affect the Bill. The rumour that the Government intend, if necessary, to overcome opposition to the Bill in the House of Lords by creating five hundred Liberal Peers has been current for some weeks, and it has any basis in fact an authoritative announcement should soon be forthcoming. A declaration of this intention will secure the passage of the Bill, for the Peers, it is stated, will then pass the Bill unamended, yielding to *force majeure*, just as happened in the case of the first Reform Bill of 1832. Therefore we may conclude that the Parliament Bill will before long be written upon the Statute Book, and it is of interest to speculate as to what will happen then. Lord Cranston has predicted—and the prediction seems a safe one—that if the Bill is passed, we shall see during the next few years the disruption of the United Kingdom without any reference to the people, the Disestablishment of the Church in Wales, Radical measures on Education and Licensing, and one man one vote. There is no doubt that the passing of the Parliament Bill will inaugurate a period of greatly increased political activity in the United Kingdom, but we see no good grounds for anticipating an early General Election. The Government will cling to power to the very last moment. At any rate nothing has occurred since the last General Election to alienate from the party in power any considerable amount of support. Old age pensions and State insurance are measures which make a strong appeal to the electorate, and have undoubtedly increased the popularity of the Government with the masses; and though the Unionist leaders naturally do all they can to encourage their supporters by talking about the swift and relentless Nemesis which attends the gross abuse of political power, and by predicting the turn of the tide when the Unionist Party will be in the ascendant, it must be confessed that the speaker sees little evidence of these things. However, we have it already declared with authority that if the Parliament Bill is recorded on the Statute Book the time will surely come when it will be demanded of the return to power they are likely to find many "ugly smudges" on the Statute Book needing to be wiped out that their administration would be barren of new legislation for a long time. Standing outside the political arena, away from its heat and excitement, we entertain small hopes of seeing the Parliament Bill erased after it has been once recorded in the Statute Book.

Four cases of plague were reported yesterday, bringing the total for the year to 177.

Sentence of three weeks' hard labour and four hours in the stocks was imposed yesterday at the Magistracy on a caulk who was found stealing tea and sugar from H.M.S. *Thistle*.

Sir Matthew Nathan was the representative of Great Britain at the International Commission held at Paris for the examination of various questions connected with the International Telegraph Service.

At the Magistracy yesterday Mr. D. Clark, of the Kowloon-Canton Railway, appeared in support of a charge against a ticket collector who was accused of converting money obtained as excess fare paid by a passenger to his own use. The case was remanded until Monday.

Presiding at the meeting of Messrs. Whiteway, Laidlaw & Co., Ltd., Sir Robert Laidlaw said the profits 15 per cent. over last year's were due to improved business and better rents for the flats over the Calcutta premises. He also expected trade to be exceptionally good in the East generally.

A foki engaged in a shop in Bonham Strand committed suicide on Wednesday under peculiar circumstances. He was partaking of the evening meal along with the others when he jumped up suddenly and left the room. As he did not return a search was made for him and he was found on the floor of the kitchen with his throat cut from ear to ear.

The master of the licensed steam launch *Yee Sang* was charged before Commander C. W. Beckwith, R.N., at the Marine Magistrate's Court yesterday, with carrying 59 passengers in excess of the number allowed by his licence. After hearing the evidence his Worship said he would take into consideration the fact that there was no previous conviction against the defendant, and also that it was Coronation night and there were large numbers of country people crossing to and from Kowloon. A fine of \$20 would be imposed, in default, one month's imprisonment with hard labour.

Sanitary Inspector Taylor proceeded against a ginger merchant at the Magistracy yesterday, for offering him a bribe of \$5. The Inspector had served a notice on the defendant, calling upon him to remove certain old jars which were likely to act as places where mosquitoes would breed, and the defendant offered the bribe to get an extension of time. He was fined \$350 and his foki was bound over in the sum of \$100 to come up for judgment if called upon.

The long arm of the law was made manifest again yesterday when a rich coolie who absconded with \$100 two months ago was placed before the Magistrate and sentenced to six months' imprisonment. In April last his master had entrusted him with \$100 with which to buy opium, but the temptation apparently proved too strong for him and he failed to return. He went to the country and came back this week and was arrested on Wednesday.

Bangkok papers announce the death of Chevalier Honorato de Sa, Interpreter to the Italian Legation, from cholera. Born in Macao in 1842, he went to Siam in 1870 and entered the Government service. On several occasions he was attached to Siamese Embassies sent to Europe. For many years employed in the Foreign Office, his long services were rewarded with a pension on retirement from his official position. He later became attached to the Italian Consulate as interpreter and subsequently filled the same position in the Legation since the establishment of diplomatic relations between Siam and Italy. The Chevalier during his long career received decorations from the King of Siam, the King of Spain, the King of Italy and the King of Portugal. His long life was usefully spent, says the *Bangkok Times*, and during his forty years' residence in this land he acquired a thorough knowledge of the language and customs. He was highly respected by both the Siamese and foreign communities of the older generation.

THE FERRY DISASTER.

At the Magistracy yesterday Chau Loi, coxswain of the Yau-mat ferry launch *Wa Hing*, appeared before Mr. F. A. Hazeldan on a charge of manslaughter arising out of the recent collision in the harbour.

Mr. M. R. Harris appeared for the prosecution, and Mr. G. K. Hall Bretton defended. Mr. Harris said he proposed to prove that—soon after 10 a.m. on the date in question the launch of which defendant was the coxswain was approaching Yau-mat from the South. About the same time the *Wa Hing* was leaving the wharf at Yau-mat, and was nearing the narrow channel between the two boats. The *Wa Hing* turned round to proceed to Hongkong, and the coxswain seeing the other launch beyond the beacon about 600 or 700 yards away blew a long blast on the whistle merely as a warning. In reply the *Wa Hing* sounded a long blast. The *Wa Hing* continued on her way, intending to pass through the narrow channel, but instead of porting her helm in order to get to the wharf she came through between the beacons at full speed directly in the direction of the other launch. When the coxswain of the *Wa Hing* saw that he went to starboard. The *Wa Hing* rammed into the *Wa Yung* nearly amidships, making a hole about three feet wide and four feet deep. The two vessels looked for some time and the *Wa Yung* sank. He would call evidence to show that the defendant was not at his post at the time of the collision.

After other evidence, Dr. Hartley spoke to being called to the scene of the accident on June 15th and saw the body of a Chinese male. From appearances death seemed to have been caused by drowning, but he could not certify the cause of death.

His Worship—How are you going to meet that, Mr. Harris?

Mr. Harris—I am not prepared to meet that point. I will call evidence that he was seen alive on the launch and that he was taken out of the water dead.

His Worship—The doctor says the appearances suggested drowning.

Mr. Harris—Will your Worship decide the point now, as I have many witnesses to call and I do not wish to waste time?

Mr. Bretton said the prosecution must show that the death of this man was the fault of the defendant.

His Worship—If I am satisfied that the cause of death, having regard to the evidence, was drowning, would that not be sufficient? All I have to do is to find a *prima facie* case.

Mr. Bretton—No.

The hearing was adjourned to permit of his Worship considering the point.

MR. ROOSEVELT ON PEACE.

"AMERICA MUST BE VERY CAUTIOUS."

Mr. Roosevelt, in the current issue of the *Outlook* adopts towards an Anglo-American Arbitration Treaty an attitude different from that of the Administration. He says:—"The United States ought never specifically to bind itself to arbitrate questions respecting honour, independence, or integrity. Either it should be tacitly understood that the contracting Powers no more agree to surrender their rights on such vital matters than a man in civil life agrees to surrender the right of self-defence. Or else it should be explicitly stated that, because of the fact that it is now impossible for either party to take action infringing the honour, independence or integrity of the other, we are willing to arbitrate all questions."

Mr. Roosevelt argues that though war is quite impossible between English-speaking people and therefore the matter is academic, yet "we should be very cautious in entering upon a treaty with any nation, however closely kin to us, the form whereof it would be impossible to follow in making treaties with other civilised friendly nations."

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE STRIKE IN ENGLAND.

MOB RIOTS AT HULL.

LONDON, June 28th.

The strike has developed seriously at Liverpool and Manchester, where 14,000 seamen are idle and shipping is at a standstill.

LATER.

A conference of one hundred shipowners of the United Kingdom has decided that a moderate increase in wages might be given at certain ports in view of the present trade conditions. The conference recommended the Shipowners' Association to fix a standard rate of wages for the respective districts, and advised the Shipping Federation to extend its functions to cover wages disputes. It was unanimously decided to oppose demands for recognition from the Sailors and Firemen's Unions.

LONDON, June 29th.

The strikers at Hull, failing to induce the employes of Messrs. Ricketts, starch manufacturers, to come out in sympathy with them, smashed the windows of the mill.

The police charged the mob with batons and dispersed them.

Mr. Askwith, of the Board of Trade, has arrived in Hull and will try to conciliate the opposing forces.

The National Transport Workers Federation at a meeting in London resolved that unless the shipping dispute is ended by July 1st they will take drastic action against the firms refusing to effect a settlement.

A NON-PARTY IMPERIAL ORGANISATION.

LONDON, June 29th.

At a conference in the House of Commons yesterday of representatives of the two Houses of Parliament and legislators from the Dominions it was resolved to form a non-party organisation, having a branch in each Dominion.

Empire Parliamentary Union" and its objects will be the exchange of information and closer intercourse of legislators throughout the Empire.

A draft scheme has been approved and referred to a Committee to consider the details.

ANGLO-AMERICAN ARBITRATION.

LONDON, June 29th.

A Washington dispatch states that after a conference with President Taft, Mr. Bryce, the British Ambassador, announced that the Anglo-American Treaty was practically complete.

STRIKE IN OPORTO.

PRECAUTIONS AGAINST POLITICAL DEVELOPMENTS.

LONDON, June 29th.

A big tramway strike has occurred at Oporto which has induced the Government to take special measures in view of simultaneous political agitation.

In consequence of this the Government has ordered a considerable military display in North Portugal and called out the Colours and Reserves of the last three years.

BRITAIN'S NEW POSTAGE STAMPS.

LONDON, June 29th.

During question time in the House of Commons Mr. Herbert Samuel, replying to a member, said he was disappointed that the new postage stamps were not more successful, but he hoped there would be an improvement in the printing when the new contractors became more experienced, and were less pressed.

LORD AND LADY DENMAN.

LONDON, June 28th.

Lord and Lady Denman have sailed for Australia.

[Lord Denman succeeds Lord Dudley as Governor-General of the Commonwealth.]

[THROUGH REUTER'S AGENCY.]

THE DECLARATION OF LONDON.

DEBATED BY THE COMMONS.

LONDON, June 29th.

On the second reading of the Prize Bill, Mr. McKinnon Wood emphasised the support which the Colonial Premiers had given the Declaration of London. He said that Mr. Botha viewed the matter from a South African standpoint, and pointed out how these agreements would improve South Africa's position in the event of war, especially as regarded the abandonment of the doctrine of continuous voyage.

Mr. Wood stated that the agreement removed uncertainties from which British commerce would be the worst sufferer, while it in no wise weakened our naval efficiency as a belligerent Power, either as regards blockade or otherwise. It created no dangers which were not existing now, and lessened existing risks. If we refused to ratify it, we risked having our food declared absolute contraband. The Declaration was not to be regarded as a substitute for the Navy, as we must still depend upon a strong navy for safety.

Sir Robert Finlay said that the constitution of the Prize Court, on which Great Britain had only one member out of fifteen, while the United States and Japan could nominate seven, was outrageous. The Government, he added, had made a complete surrender of British principles on the questions of contraband and destruction of neutral vessels, though they had the support of America and Japan. The ratification of the Declaration would be a national calamity.

LATER.

Mr. McKenna, replying to the Opposition criticisms of the Declaration of London and the demand to be informed of the opinion of the Admiralty experts, said that at least four Directors of Naval Intelligence as well as Sea Lords Fisher and Wilson favoured the Declaration.

THE PARLIAMENT BILL.

LORD CROMER'S AMENDMENT CARRIED OVERWHELMINGLY.

LONDON, June 29th.

The Lords resumed the debate on the Parliament Bill. Lord Cromer moved an amendment that a committee of seven from each House should be appointed to determine whether any measure was purely financial, instead of the Speaker.

Lord Morley said that nothing would induce the Government to accept the amendment.

Lord Lansdowne, supporting Lord Cromer's amendment, said it was impossible for the Speaker to be absolutely impartial between the two Houses of Parliament. A joint committee was most important, because it would establish a more intimate contact between the Lords and the Commons.

Lord Loreburn said the proposal was a greater invasion of the liberties of the Commons and ancient usages with regard to Finance Bills than anything yet proposed.

The amendment, however, was subsequently passed by 183 to 44 votes.

THE VETO BILL.

LONDON, June 29th.

While nothing definite is known of the final intentions of either the Government or the Opposition, the belief is widely held by both sides that there will be neither creation Peers nor general election Peers. The Peers will not press matters beyond eliciting an unequivocal threat to create, then they will pass the Bill unamended, yielding to *force majeure*.

THE GOLF CHAMPIONSHIP MEETING.

LONDON, June 29th.

At the golf championship match played at Eastbourne the leaders in the second round were: Duncan, 144; Harry Vardon, 149.

LATER.

Latest scores are: Taylor 149; Moran and Herd 150.

[THROUGH REUTER'S AGENCY.]

FAREWELL TO CORONATION GUESTS.

LONDON, June 28th.

The railway stations are now very busy owing to the departure of Royal guests who visited London for the Coronation. The Duke and Duchess of Connaught and other royalities and Ambassadors are bidding the Royal Visitors adieu.

COLONIAL PREMIERS AT WINDSOR.

LONDON, June 29th.

The Colonial Premiers, members of Parliament and a number of ladies visited Windsor Castle this afternoon on the invitation of His Majesty the King, and were shown over the Escher Tea Orangery.

COLONIAL TROOPS VISIT WINDSOR.

LONDON, June 28th.

The Colonial troops have visited Windsor Castle.

SUSPENSION OF SEALING.

LONDON, June 28th.

The *Times* correspondent at Washington reports that as a result of the Conference held at Washington between Great Britain, Russia, the United States and Japan it has been arranged to suspend pelagic sealing for a period of fifteen years. Canada and Japan are to receive as compensation a share of the yearly dolo of skins from America and Russia, both of which countries pledge for that purpose 30 per cent. of their respective catches. In order to counteract poaching the contracting Powers agree not to admit skins of unknown origin. China, Mexico, Chile and other Powers are to be approached to prevent the use of their flags on the high seas by seal poachers.

THE CLAPTRAP OF LABOURITES.

LONDON, June 28th.

Mr. Ramsay MacDonald, in an article in the *Socialist Review*, denounces the resolutions of branches of the Labour Party condemning him for lunching at Mr. Haldane's on the 18th May as impertinent and fussy claptrap. He says that the invitation emanated from the Kaiser, and was carefully considered by the officers of the Labour Party. One may properly discuss Socialism with the Kaiser, as with Mr. Balfour or Mr. Asquith.

COUNTY CRICKET.

LONDON, June 28th.

Middlesex, nine wickets; Marylebone, three wickets.
Kent, 153; Hampshire, five wickets.
Cambridge beat Leveson Gower's XI. by 71 runs.

THE PRINCESS OF WALES' STAKES.

LONDON, June 28th.

In the Princess of Wales' Stakes the probable starters are: Lemberg, Dillon; Swaynford, F. Wootton; Cardinal Beaufort; Martin; King William, Maher; Andrea; Trigg; and Bryony, Fox.

THE TIGER AGAIN.

LONDON, June 28th.

Apparently the tiger is very much alive yet. Reports have been made to the police from Lantau that several bullocks have been killed by some wild animal, the latest being on the 26th instant, when two were killed and others badly maimed. Police Sgt. Gordon is endeavouring to trace the animal. Meanwhile all the cattle have been removed from Lantau to the neighbouring island of Po Tung.

THE CHINESE CURRENCY LOAN.

Our Peking Correspondent telegraphs to correct a misconception contained in the article from a Correspondent on "Currency Reform in China" published in the *Times* of May 19. It was there stated that "according to the Peking Correspondent of the *Times* \$2,500,000 may be devoted to paying off obligations incurred under the Boxer indemnity protocol." This, our Peking Correspondent says, is a misreading of his telegram published on April 17. The employment of the \$2,500,000 referred to is intended to meet the Boxer indemnity gold obligations in Europe against equivalent silver payment in China, a purely paper transaction permitted by the banks to enable China to save the double exchange. It is not to be devoted to payment of the Boxer indemnity.—*The Times*.

NOTICE TO CORRESPONDENTS.
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DEATH.

On 28th June, at Kowloon, HENRY, the beloved son of Mr. and Mrs. Egbert-Jorgensen, aged 13 months. Deeply regretted.—Northern papers please copy.

HONGKONG OFFICE: 104, DES VŒUR ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30TH, 1911.

REUTERS in one of the telegrams we publish to-day referring to the debate on the Parliament Bill in the House of Lords tells us that the Peers will not press matters beyond eliciting from the Government an unequivocal threat to create a sufficient number of Liberal Peers to swamp the Opposition. After the passing of Lord Cromer's amendment by 183 votes to 44 we shall probably not have long to wait for some announcement on the subject. Nothing could do more to discredit the Government than to declare such an intention, and their reluctance to do so can be well understood. As matters stand, however, it is obvious that the Opposition amendments, which strike at the very root of the Bill, are all likely to be carried by overwhelming majorities. Lord Cromer's amendment is the least harmful to the principles of the Bill. It merely demands that instead of it being left to the Speaker to decide which are Finance Bills and which are not, the certificate should come from a committee formed of seven members of each House. Lord MORLEY declared that nothing would induce the Government to accept this change, and Lord LOREBURN declared the proposal to be a greater invasion of the liberties of the Commons and ancient usages in regard to

SUPREME COURT.

Thursday, June 29th.

IN SUMMARY JURISDICTION.

BAYLOR HIS HONOUR MR. H. J. GOMPERTZ (PUNISH JUDGE).

A QUESTION OF ARITHMETIC.

Cheng Fak Hing brought action against the Tsan Shing firm and Tso Tsun Sing, the managing partner thereof, to recover the sum of \$598, balance due for work done in removing a mound of debris at the Italian Court.

Mr. Christopher Wilson (of Messrs. Hastings & Hastings) appeared for the plaintiff, and Mr. Bulmer Johnson (of Messrs. Denys & Bowley) represented the defendants.

Mr. Wilson informed the Court that this was a claim in which a question of arithmetic very largely entered.

His Lordship—In that case I don't want to go into it.

Mr. Wilson said he was afraid the case was very largely dependent upon arithmetic. The claim was divided into two parts. One was the claim for work done in removing a certain mound of debris from the Italian Court, and the other part of the claim was for earth supplied by the plaintiff to the defendants. His Lordship would notice that the work was done at so many dollars per cheng, and he thought it would result in whether the calculations were correct, or those of the defendants.

The plaintiff was a contractor, and about the middle of December, 1909, he agreed with the defendant firm to supply earth at the price of \$7.70 per cheng, which was 12½ feet square by 1½ feet deep. It was part of the arrangements that the earth was to be measured in a wooden barrel.

His Lordship—Have you a contract in writing?

Mr. Wilson—No, but we have the wages book in which the accounts were entered from time to time.

His Lordship—If it is going to be a question of accounts it had better go to the Registrar.

Mr. Wilson—I think it is entirely.

Mr. Johnson—As far as the question of earth supplied is concerned, we deny any liability, and for the removal of the debris we have paid in full except \$45.95, and we have paid \$46 into Court.

Mr. Wilson stated that the plaintiff commenced to carry out his part of the contract on or about December 16th, 1909, and went on till the middle of January, 1910. Then he noticed that the barrel or measure used by the defendant's foreman was too large. Suspecting that it was not the correct size, he asked the foreman with the fact and he would say that he admitted it. Calculations made by the foreman of the excess he had been supplying over the quantity that ought to have been supplied were arrived at and entered by the defendant in the plaintiff's wages book. That was the part of the claim amounting to \$57.59. With regard to the second part of the claim for work done, plaintiff was asked by defendant to remove the mound from the Italian Court.

After hearing the evidence his Lordship entered judgment for the amount paid into Court, with costs up to the date of payment in. Subsequent costs were allowed the defendants.

DEBTOR'S ATTEMPTED ESCAPE FROM CUSTODY.

A LEGAL POINT.

Mr. F. A. Haselard at the Magistracy yesterday afternoon gave his decision on the legal point raised in the charge against John Tatem of unlawfully attempting to escape from legal custody while being conveyed from Victoria Gaol to the Supreme Court on the 16th instant.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and defendant was represented by Mr. Hind (of Messrs. Brutton & Holt).

His Worship said—With respect to the legal point raised herein my finding is in favour of the defendant, because I am of opinion that the Common Law offence of escape does not apply to prisoners in custody on process. The definition which has been adopted in all the text books with respect to this Common Law offence is the one set out in volume II. of Hawkins' Pleas of the Crown, chapter XVII, section V. The heading in this chapter is as follows:—“Of hindrances in bringing offenders to public justice,” etc., and the definition in section V. reads as follows: “As to such offences, by the party himself, without force, which seems properly to come under the notion of escape, there is little remarkable in the books; and therefore I shall content myself with taking notice that as all persons are bound to submit themselves to the judgment of the law, and be ready to be justified by it, whoever, in any case, refuses to undergo that imprisonment which the law thinks fit to put upon him, and frees himself from it by any artifice, before such time as he is delivered by due course of law, is guilty of a high contempt, punishable with fine and imprisonment.” This word “offenders” in the heading means a criminal offender. To make it quite clear, in Russell on Crimes, volume I., at page 689, where the above definition is given in practically the same language, the learned author has also interpolated the words “where arrested on criminal process.” The charge is therefore dismissed.

His Worship (to Mr. Hind)—I have not gone into the other question.

Mr. Hind—There was no necessity.

Mr. Bowley—About the return of the habeas corpus?

His Worship—I discharge him from the present charge.

Mr. Bowley—Your Worship dismisses the charge?

His Worship—Yes.

SHIPPING NOTES.

The China Merchants' Steam Navigation Company have decided on the building of a new river boat of magnificent proportions for service on the Yangtze. It has not yet been decided (says the *Hankow Daily News*) whether the order for the new ship, which will be one of the finest on the river, will be given to a Far Eastern firm or be built in Europe.

The British s.s. *St. Hugo*, which ran ashore on Tanegashima, Kagoshima-ken, on the 7th inst., has been abandoned, her salvage being considered hopeless. She lies on a reef of rocks on the eastern shore of the island, exposed to the swell of the Pacific and with no shelter from storm. The *St. Hugo* had no cargo on board when wrecked; she was proceeding to Mito to load coal for Singapore. The night preceding the accident the weather was bad and the vessel got out of her course.

The most striking note of progress that we have heard for the year (says our *Hankow correspondent*), is the projected enterprise of a few Chinese merchants of Peking who contemplate establishing a shipping service direct between China and Europe. The proposed capital is to be twenty-five million taels; it is to be private money; the fleet is expected to be comprised of thirteen large steamers; the run will be between Shanghai and a British port; the first deal is expected to be for the P. and O. Company's *Malacca*; later a special river service will be started to enter for trade between Shanghai and up-river ports to Ichang. The China Merchants' Steam Navigation Company are to be the local agents.

NEGRO BOXER'S TRIUMPH.

A FIRST-CLASS PASSENGER.

The *London Daily Telegraph's* Correspondent in New York wrote on the 6th inst. —

Jack Johnson, the world's heavyweight champion, won his biggest fight against race prejudice when he sailed for London to-day from New York as a first-class passenger aboard the *Kronprinz-Wilhelm*. He is accompanied by his buxom white wife, and the couple have the distinction of being described on the passenger's list, which included various Counts, as “Mr. and Mrs. Johnson.”

Europeans who have never lived on this side of the Atlantic can hardly appreciate the terrific force of the punch which the negro giant has delivered upon the social convention. Notwithstanding the famous Declaration of Independence, intimating that “all men are born equal,” &c., negroes in many parts of America, even those who are well educated and prosperous, are not allowed to ride in the same coaches as whites. Now Jack Johnson, who has paid \$150 for the use of officers' rooms, is entitled to sit down amongst barons, counts, and ladies in the first-class dining saloon, and also to attend the four o'clock teas and disport himself on the promenade deck just like a white person, a privilege which it is hoped the champion will not exercise too freely, or there will be a riot amongst the American citizens aboard.

It is known that “Little Arthur,” as he is called, must have booked by a subterfuge, but with his wife and a cabin assigned to him, he can now hurl defiance at the entire ship's company. He has taken with him an enormous bass viol, the same instrument with which he relieved the tedium of Reno during his training to meet Jeffries by twanging plantation melodies.

PUGILIST'S JEWELLERY.

Johnson will not have any difficulties with the Customs officials on returning. In his big red touring car he called at the Port Collector's office yesterday afternoon, and, emptying a gold jewel-bag, containing a pair of superb diamond earrings, a diamond “sunburst” as big as a small plate, and many diamond rings, had them registered. “Ah'm goin' to wear these bits of glass,” said the champion, smiling broadly, “at the Coronation, and ah comes health as we don't want no trouble about smuggling” when he returns.

In one cabin adjoining the champion's stateroom there is a Von Somebody, and in the other a Baron from San Francisco. Johnson was proudly walking the deck with his wife just before sailing this morning. Mrs. Johnson is not only buxom but young and very handsome. Like her husband, she was covered with jewels. On her right hand the boxer wore a ruby and on his left hand a large emerald. To the company of Pressmen who had assembled in the champion's honour, he is by long chalk the most important personage aboard—the conqueror of Jeffries, said, alluding to the colours of the stonies:—

“Ah always dress port and starboard to sail, ‘cause in the night, when Ah'm out on deck, and it's dark, people can see the lights and tell whether Ah'm comin' or goin’, and it avoids collisions.”

Johnson confided to *The Daily Telegraph's* representative that he is always very pleased to visit London, because a “white man” always had a square deal in London as regards travel, seats at the theatre, or in dining. He recognises also that England is a nation of sportsmen. He mentioned the names of several restaurants in your metropolis where his “tainted dollars” have been joyously received.

Asked whether he would do any boxing in London for the Coronation visitors, Johnson smiled speciously, showing many gold-filled teeth, and said: “Ah'm just willing to fight any livin' thing. For \$5,000 Ah'll fight any man, and if you can't get a man to meet li' Arthur in London, why, just send me along a great big bear.” Before Ah sails for New York I've just tickled to death to chew up one of your British champions.

Johnson intimated that he might appear in London music halls before he returned, and he is accompanied by two white sporting partners, Joe Menahan and Monte Cutler. The champion's coloured chauffeur and also two motor-cars form part of his travelling equipment.

Mrs. Johnson's retinue consists of two maids of varied colouring.

In addition to a big bass viol, there is a huge phonograph with a big green horn, and twenty trunks.

LATE TELEGRAPHIC NEWS.

IMPERIAL COURT OF APPEAL.

London, June 13th. The official report of the debate on an Imperial Court of Appeal states that the Australian delegates dwelt on the anomaly of having different Courts of Appeal for the United Kingdom and the rest of the Empire. A single Court was another step towards Imperial unity.

Lord Loreburn said the personnel of the two Courts was substantially identical. He did not know of a case where there had been any conflict between their decisions. He suggested that each part of the Empire should formulate its wishes regarding the tribunal it wanted and especially as to whether it desired British Judges only or whether there should be a permanent Judge from each Dominion; and whether those Judges should deal with all appeals to the Privy Council or whether individual judges with the British judges should deal only with appeals from the respective Dominions. He suggested that the cases of a particular Dominion should be heard consecutively at a time convenient for the attendance of the Judge of that Dominion.

If each Dominion would say what kind of Court it preferred the Imperial Government would do its utmost to meet its wishes. His idea was to add to the highest Court of Appeal for both the United Kingdom and the Dominions two English Judges of the finest quality, to make a quorum of five. The Court would sit consecutively in the House of Lords for appeals from the United Kingdom and in Privy Council for appeals from overseas.

Sir Joseph Ward thought it would be hardly practicable for New Zealand judges to come to England to deal only with New Zealand cases.

Mr. Maude said South Africa generally was satisfied with the present position.

Several delegates objected to judges of other Dominions sitting on appeals from their Dominions in view of the different systems of law.

The resolutions were withdrawn and a resolution was adopted asking the Imperial Government to formulate its proposals and communicate them to the Dominions at the earliest possible moment.

THE QUESTION OF NATURALISATION.

In the debate on the question of naturalisation Mr. Winston Churchill suggested that any person who possessed local naturalisation in any part of the Empire should be able to apply for a certificate of Imperial naturalisation. The validity and effectiveness of local laws regulating immigration and differentiating between classes of British subjects would remain unaffected.

Mr. Churchill moved a resolution approving of a scheme based on his proposals, and this was carried unanimously.

TELEGRAPH RATES AND STATE-OWNED CABLES DISCUSSED.

London, June 15th. The Imperial Conference to-day discussed Sir Joseph Ward's resolutions regarding a State-owned Atlantic cable, a State-owned telegraph across Canada, the cheapening of rates, and the development of telegraphic communications within the Empire, including the ultimate establishment of a chain of British State-owned wireless stations.

The Conference also discussed Mr. Fisher's resolution in favour of the nationalisation of the Atlantic cable.

The Conference afterwards considered New Zealand's suggestion of a universal penny postage and the Imperial Government's proposal for Imperial postal rates.

In the debate at the Imperial Conference on cable rates the Right Hon. Herbert Samuel said he hoped a great deal of help would be introduced by the principal Cable Companies. Steps were also being taken with a view to a reduction in the Press rates. The Government would insert in all new landing licences a clause giving effective Government control over rates. The present licences would lapse after ten years. Uniformity could then be secured throughout the Empire. The Government would also support the development of wireless telegraphy, which must have some effect on cable rates.

Sir Joseph Ward and Mr. Fisher's resolutions were withdrawn in view of the prospects held out by Mr. Samuel's statement.

THE JUDICIAL CHANGES AT HOME.

Allahabad, June 15th. The *Pioneer's* London correspondent wires that Lord Loreburn in his speech to the Conference foretold the early retirement of Sir Arthur Wilson, K.C.E.B., from the Judicial Committee.

FALSE RUMOUR OF LORD KITCHENER'S ENGAGEMENT.

Calcutta, June 15th. All the Calcutta papers reproduce from the *Indian Daily Telegraph* the statement that Lord Kitchener is engaged to Miss Leonora Hearsey, daughter of Mr. L. Hearsey, the well-known Anglo-Indian Zemindar, whose estates are in Oudh. The family is descended from General Hearsey, the famous Eurasian soldier.

Mr. Lionel Hearsey, father of Miss Leonora Hearsey, who was reported to be engaged to Lord Kitchener, wires that it is a diabolical lie. “Beware of intrigue,” he adds.

CONFERENCE OF THE MINERS' FEDERATION.

London, June 15th. The Conference of the Miners' Federation, held in London yesterday, discussed the proposed minimum wage for workmen employed in abnormal places.

The Conference adjourned without a decision, but the general feeling was that an attempt to establish uniformity of wages was practically impossible.

The discussion was notable for the isolation of the South Wales representative, who urged a national strike with the object of securing such a wage, and who were not only out-voted but shouted down by the English and Scottish delegates.

FAILURE OF THE BIRKBECK BANK.

London, June 15th. In the House of Commons to-day Mr. Lloyd George vigorously refuted the statement that the failure of the Birkbeck Bank was due to his finances. He had enquired into the matter, and read a statement by the Chief Accountant of the Bank to the effect that the failure was due to the great fall in the investments of the Bank during the South Africa War—(cheers)—and the making of Colonial Securities trustee investments. Another cause was the large depreciation.

Mr. Lloyd George added that the Board of Trade was hopeful that the depositors would only lose a very small proportion of their money. He considered that the conduct of the London papers in trying to persuade the poor people to attribute their loss to the Liberals was not only mendacious but mean. (Loud cheers).

SIR RUFUS ISAACS.

London, June 15th. The *Times* says it is understood that Sir Rufus Isaacs will shortly be appointed a Lord of Appeal, and Sir John Simon, Solicitor-General, will succeed him as Attorney-General. Mr. Buckmaster will be the new Solicitor-General.

VENEZUELA'S EX-PRESIDENT TURNS UP.

Washington, June 16th.

The Government is concerned by the discovery of ex-President Castro in Haitian waters on board a vessel flying the German flag, and is sending warships with orders to deport the ex-President to Europe by the first vessel.

STRIKE OF WOOL-COMBERS.

London, June 16th.

Eight thousand wool-combers have struck at Bradford demanding an increase in wages.

A REAL SHERLOCK HOLMES.

EXPLOITS OF A SMART AMERICAN DETECTIVE.

If Sir Arthur Conan Doyle ever runs short of Sherlock Holmes adventures, he can replenish his stock by consulting with William J. Burns, the American detective who has run to earth the trade union dynamiters. Burns is the greatest detective America has known. He is a genius at the game, and he works like Sherlock Holmes. Conan-does he calls his method, but it is in reality his brilliance of deduction that has set him to the top of all American secret service agents.

For twenty-five years Burns has been in the business of catching criminals. Most of that time his employer was the United States Government, but a couple of years ago he left the Federal Secret Service and set up in business for himself. His chief work is in guarding the twenty thousand banks that constitute the American Bankers' Association, but he finds time occasionally for other employment. His operations against the labour dynamiters constituted one of these little side-trips of his.

Burns is the physical antithesis of Sherlock Holmes. He is not a tall, thin, nervous individual relying on stimulants to keep his brain going. He is fat, if not exactly dumpy, phlegmatic, and far removed from neuritic influence. He destroys another illusion by never carrying a revolver. But he does wear disguises. He proved the efficacy of a disguise by his work on “The Case of the German Counterfeiter.”

SHADOWED BY ONE.

The counterfeiter was Charley Ulrich, the most versatile producer of bad money who ever bothered the American Government. The Government itself adopted Ulrich's method of snatching notes after he was caught. Ulrich was once convicted, but after serving part of his sentence, he was pardoned. He went to Germany, and the Berlin police promised to notify Washington if Ulrich attempted to return to America. Ulrich got out of Germany secretly, and the first thing the American secret service knew was that Ulrich was back again, chumming with a gang of counterfeiters. The gang wanted Ulrich to engrave some plates for them. Ulrich, however, had reason to believe he was watched, and he was cautious. He moved from New York to Cincinnati, and Burns was assigned to observe him.

Burns moved into a flat opposite, disguised as a working man. His wife was his only assistant. Burns knew Ulrich was on the watch. So every morning, in his working clothes and carrying his dinner pail, he left his flat by the front entrance. Mr. Burns, from a window, saw Ulrich observing from his own house the supposed working man, as he observed everybody in the neighbourhood. Burns, once around the corner, returned to his house by a back entrance and changed his clothes. Then, when Ulrich started out, Burns walked out also by the back way, and picked him up at the corner.

For six months he followed every movement of Ulrich. One morning Ulrich went to the railway station. He bought a ticket and left. A few moments after Burns approached the ticket window, running up and panting. “I promised to meet my uncle here,” he said to the booking clerk. “Has he arrived yet?” and Burns gave an accurate description of Ulrich.

“Well, he has just left,” replied the clerk. “Well, give me a ticket like his,” said Burns, and the clerk gave him a ticket to New York.

THE MISSING SIGNATURE.

Then Burns knew Ulrich believed he had thrown off all suspicion that he was back again with the counterfeiters, and intended going to New York to meet them. Burns boarded the next New York train as soon as it was made up. A little later he saw Ulrich arrive at the gate. He hung around, watching everybody, until just before the train started. Then Ulrich jumped on the last man aboard, convinced he was not shadowed.

He left his bag in his seat after the train had started, and walked into the smoking-car. Burns examined the bag and discovered a full set of engraving material. The evidence of Ulrich's intentions was complete. At New York Ulrich entered a telegraph office, and wrote a message to the chief of his gang, “Have just before the train started. Then Ulrich jumped on the last man aboard, convinced he was not shadowed.”

“Are you interested in this?” asked Ulrich sarcastically.

“Yes,” answered Burns.

“Well, maybe you had better write it,” invited Ulrich.

Burns took the pen and wrote the address and the signature.

“You are interested, aren't you?” exclaimed Ulrich.

That was all he said. Burns took him to a hotel and persuaded him to confess. As a result of the confession, a trap was laid, which resulted in sending the notorious Bradford-Brooklyn counterfeiters to prison.

HYPNOTIC INFLUENCE.

That was one of Burns' most famous cases. Another was his capture of twelve counterfeiters, who put into circulation a hundred-dollar (\$20) bill bearing the head of President Monroe. Banking experts were unable in many cases, to detect the counterfeit, so superb was the execution. Burns spent fourteen months on the job, and finally got his clue by eliminating every engraver in the United States who had not the skill to produce the notes.

Burns secured all the evidence in the scandals attending the fraudulent sale of Government land in Oregon, a case which practically caused the death of a United States senator through the disclosure. He also unmasked the evidence in the San Francisco “graft” scandals, a short time ago, for which “Abe” Ruef, the San Francisco political “boss,” is now serving a fourteen-year term of imprisonment.

The evidence in the San Francisco scandals was obtained by securing a series of confessions. Starting with underlings and gradually working to the top. Each subordinate confession was used to trip the next higher man, until at last Burns himself was driven to confess. Burns has a remarkable faculty for making criminals confess. He seems to hypnotize them. Most of his evidence has come to him by this curious trait which he possesses.—J. W. T. Mason in the *Daily Mail*.

THE CHINESE VOLUNTEER MOVEMENT.

A writer in the *London Evening News* says:—After reading *The Times* correspondent's account of the new Chinese Volunteer Movement, the Yellow Peril of the East takes on, for me, a yellower tinge, a more perilous shape. The native merchants, who were not, until yesterday, a defiant and a warlike body of men, are enrolling themselves in volunteer corps, preparing in uniforms and cartridge-belts, to meet tomorrow's upheaval.

These merchants of Shanghai had already their associations—the Merchants' Literary Society, the Merchants' Society for Study during Spare Time, the Merchants' Bodily Exercise Association. To our ears there is something barbarous about these names. Our merchants of the City of London are without question, the flower of merchants all. But I do not hear of them, as a body, meeting to discuss Elizabethan classics or the essay-writers of Queen Anne's Augustan age. I should never venture to ask a Produce Broker's opinion of the Restoration drama, or a General Agent's judgment in the matter of Tennyson's experiment in hexameters. As for Study during Spare Time and Bodily Exercise, everybody knows that during the golf season, our merchant has no spare time and as much bodily exercise as he cares about. When our City merchants meet, they meet for some serious purpose, such as a public dinner.

Even in the new volunteering scheme I refuse to remark an example of the Westernising of China. Our City clerk, like a good fellow, turns out in his thousands, a soldier and a territorial. His employers, however, are not in the ranks with him. There was an antiquated fashion, obeying which the old City merchants mastered themselves as a London militia or trained band shouldering muskets or trailing the pikes. Custom, nowadays forbids such practices, and for one City merchant who leaves London to-day in sword-belt and puttees, I would count hundreds with bags of golf-clubs.

This Yellow Peril, then, is not that China is becoming Westernised, but that it is becoming Chinese. A native theatre gave a benefit performance for the Volunteer Corps. The play, a disturbing “Chinaman's Home” sort of play, was called “How a Patriot Loves his Country.” It made the ladies weep for patriotic emotions, made the audience pitch gold money and jewels upon the stage; and its text was, “It is the duty of the people of China to render military service.”

China, if I may say so, was no dangerous world-neighbour so long as she refrained from existing. Old Chinese sentiment regarded the Chinese empire as bound only by the limits of the world. Geographers might admit that on the ragged edges of this empire the police of the sacred Emperor allowed matters to get out of hand. Barbarous tribes calling themselves Russians or Prussians or English or Hellenes showed signs of unbridled independence. But China was one with the world; and the Emperor was reigning in the very middle of it all.

Now this volunteer movement is a heresy that contradicts all the sages. These merchants in cartridge-belt are recognising that China, although very large, is China, and that the rest of the world is independently unfriendly. Thence a new patriotism which will set up the old placid vanity of a Chinese globe. Rome was patriotic in her day, but never, I think, so patriotic as when she first set up her wall made by the Tiber and made her first raid upon a neighbour's cattle and wives. By the time she had conquered everything that the geography of the world allowed, she was a world-empire. Black Sea chieftain and the Iberian captain and the squire in a Hampshire villa were all boasting that they were Roman citizens, patriotism died away at the heart of Rome. If I want to boast that I am a true-born Englishman I must have a Portoguese, at least, in sight.

Now that China is shrinking to the size of China, she has found herself. Her volunteers are enrolling, and a national anthem of Mongolian discord will soon be given to the band. While it was the flag of the civilised world, the dragon banner may have been respected by law-abiding Chinamen. It is now the flag of China; the Dragon, the enemy of all the Eagles and Leopards and Lions and Chrysanthemums is a monster to be followed to the death.

There is a blazing sun in the sky as I write these lines. It makes England, for me and for those who have my lizard temperament, a pleasant place. But if I boast of it to the foreigner who is pacing the Embankment with Biedaker, there will be no bite in the boast. The German and the Frenchman are also shareholders in that same sun. So is the citizen of Tombstone, Arizona, who indeed draws larger dividends from his holding. If we could but have a sun for every nation, I should be vain-glorious quarrels over that English and incomparable sun.

For these good reasons I look for trouble in our relations with China. There was no reason, to my mind, for uneasiness when we heard that columns of battalions in the Eight Banners, the Green Standards, or the Human Tigers, were to pass examinations by German instructors in tactics, that a sound memory of ancient literature was no longer to adorn a warrior as Adjutant-General or General of Brigade.

Gongs and bows and arrows might make way for repeating rifles and Maxims. But so long as China was for Chinamen the world of men, these things did not matter much. Now that China is a right little, tight little empire of a mere four hundred millions of compatriots they matter a great deal; the Foreign Office will have to study China during its Spare Time.

THE TRIALS OF A JAPANESE SOCIALIST.

AN AMUSING EPISODE.

An amusing Socialist episode is reproduced by the *Japan Herald* from the *Nippon*, as follows:—

At Haramachi, Hoishikawa (Tokyo) there dwells a Socialist named Yoshikawa. He is professionally engaged in the sale of newspapers and magazines, but whenever he emerges from his house, he is of course shadowed by a detective.

Recently he went out to collect money for advertisements; and having pocketed Yen 90 in cash he boarded a tramcar. By his side sat the spy. “Well,” he thought to himself, “it is quite nice to have a detective near at hand on such an occasion.” So he sprawled at his ease in the car in a luxurious sense of security. When he sighted at Tori-Motome, however, he found to his consternation that his money had disappeared.

“This comes of my unweariness,” he said to himself in utter dismay; “but it is, to say the least, very unkind of the detective to allow a pickpocket to rob me in this way, since he followed and watched me.”

He turned round to the official emissary behind him and told him exactly what he thought of him.

Thereupon the police scout replied:—“I was absolutely unaware of the presence of a pickpocket. But you must understand once and for all that I am not instructed to follow you in order to protect you from the exploitations of robbers.”

INTIMATIONS



EVERYTHING

OF THE

BEST:—

PROVISIONS,

WINES,

AND

SPIRITS.

H. RUTTONJEE

& SON,

HONGKONG.

[50]

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AND

SILVER

WATCHES

ENGLISH,

SWISS

AND

ELGIN.

SUPERIOR

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MOVEMENTS

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& Co.,

ALEXANDRA BUILDINGS.

[256]



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N. LAZARUS

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We have a Sound Optical Reason behind every Lens

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(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports).

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"PERSIA,"
Capt. C. J. Clark, will be despatched as above on
WEDNESDAY, 26TH JULY.

This Steamer has excellent accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 30th June, 1911. [13]

ITALIAN MARBLE.

**MONUMENTS, FIGURES, HEAD-
STONES AND CROSSES** in Stock at
BROWN, JONES & Co.,
41, Morrison Hill Road.
Hongkong, 1st June, 1911. [776]

NOTICE.

It is proposed to form a TENNIS CLUB at Kowloon for Europeans and to lease the Four Courts at the back of HUMPHREYS ESTATE Co's Place in Nathan Road. Those interested in the above project are requested to send in their names to
The Secretary,
HUMPHREYS ESTATE & FINANCE
Alexandra Buildings,
Hongkong, 22nd June, 1911. [872]

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WE teach you only what is practical and applicable to your business or occupation. Our different subjects are:—
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The above subjects are sub-divided into special courses.
Please write us for full particulars on any subject.
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The Electrical Engineer Institute also sub-divide the subjects they teach into special courses for the selection and choice of their students, so that they may go in for a complete course or a special branch of Electrical Engineering or Mechanical Engineering.
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Care of "Daily Press" Office.
Hongkong, 28th June, 1911. [888]

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HARES.

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SMOKELESS POWDERS and **CHILLED SHOTS.** From No. 10 to 88G. at \$6, \$7 and \$7.50 per 100. **SPORTING REQUISITES** and **AIR GUNS** in Variety.
Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1608]

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25 FIRST-CLASS ARTISTS 25 Including the latest and most expensive ANIMAL ACT ever brought to the East.

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NEARLY EVERY ARTIST NEW TO HONGKONG.

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Hongkong, 29th June, 1911. [889]

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JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 28th June, 1911. [887]

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WANTED.

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Care of "Daily Press" Office.
Hongkong, 22nd June, 1911. [782]

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Hongkong, 23rd June, 1911. [883]

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FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1609]

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Mr. AH YAU, Hongkong Stall, Ferry Wharf.

TO LET

TO LET.

20, KENNEDY ROAD.

Apply to—

SAM WANG & Co.,

81, Queen's Road Central.

Hongkong, 29th June, 1911. [862]

TO LET.

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Hongkong, 28th June, 1911. [884]

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OFFICES on Ground and First Floor in Chater Road. Very central position.

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The EYRE, No. 13, Peak, newly Painted and Colour-washed.

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Hongkong, 31st May, 1911. [118]

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HOUSE, in Knapford Terrace, Kowloon.

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Hongkong, 16th June, 1911. [830]

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Hongkong, 28th June, 1911. [885]

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Hongkong, 29th June, 1911. [491]

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Hongkong, 27th June, 1911. [879]

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Hongkong, 2nd June, 1911. [627]

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Hongkong, 24th May, 1911. [607]

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Hongkong, 8th June, 1911. [799]

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Hongkong, 1st June, 1911. [116]

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Hongkong, 14th February, 1911. [543]

TO LET.

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CHATER & MODY.

Hongkong, 31st March, 1911. [121]

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Hongkong, 10th June, 1911. [113]

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Hongkong, 7th April, 1911. [875]

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Hongkong, 1st June, 1911. [114]

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ESTABLISHED 1863.

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6 months 4 per annum.

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C. WOLDINGH, Manager.

No. 16, Des Voeux Road Central.

Hongkong, 4th August, 1909. [24]

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(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

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Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [659]

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For 6 months 3 1/2 per cent. per annum.

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GEORGE HOGG, Manager.

No. 9, Queen's Road, Central.

Hongkong, 21st February, 1911. [628]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

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On Current Account at the rate of 2 per cent. per annum on the daily balance.

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" " " 3 months 3 per cent. per annum.

" " " 1 month 2 1/2 per cent. per annum.

TAKEO TAKAMICHI, Manager.

Hongkong, 13th March, 1911. [441]

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INCORPORATED BY ROYAL CHARTER, 1857.

HEAD OFFICE—LONDON.

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RESERVE FUND £1,625,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

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" " " 6 months 3 1/2 per cent. per annum.

" " " 3 months 3 per cent. per annum.

WM. DICKSON, Manager.

Hongkong, 2nd May, 1911. [148]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STARR, Chief Manager.

Hongkong, 24th January, 1911. [120]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £15,000,000

RESERVE FUNDS—



Sozodont

Everyone uses a toothwash or powder. Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be. Let them try SOZODONT. It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is. Sozodont is in three forms—powder, liquid, and paste; each equally effective. Try the powder first! It meets the requirements of most people.



COLEMAN'S WINARNIS. THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Winarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

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Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

"PRANA" SPARKLET SYPHON,



which lasts a lifetime and can be purchased from any Chemist or Stores.

PRICE—\$2 Each. BULBS at 90 cents each box. WHOLESALE PRICE—SYPHONS per doz. \$16.00 f.o.b. BULBS per doz. boxes \$8.00 f.o.b.

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WHOLESALE AGENTS, 246 & 248, Des Voeux Road, Central, HONGKONG.

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SELF-CURE NO FICTION! THE NEW FRENCH REMEDY, THERAPION No. 1. In a remarkably short time, often in a few days only, cures diarrhoea, colic, indigestion, and all ailments of the digestive tract. THERAPION No. 2. Cures blood poisoning, bad legs, ulcers, skin eruptions, and all ailments of the skin. THERAPION No. 3. Cures chronic weakness, lost vigour and vitality. Either Number 1 or 2 or 3, or all three, can be obtained from the Le Clerc Medicine Co., 11, rue de Valenciennes, Paris, France. (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNE. Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's Pills

Sold everywhere in boxes, price 6d. (6 pills), 1/3 (15 pills) and 2/6 (30 pills).

APENTA Natural Aperient Water

For use by THE BILIOUS, THE GOUTY, THE CONSTIPATED, and THE OBESE.

DOSE—A Wineglassful before Breakfast.



Superior to Emulsions or Cod Liver oil. Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil. Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies. Sold in bottles of 100 Capsules. Sold by all Chemists.

THE IMPERIAL CONFERENCE. COMMERCIAL RELATIONS AND BRITISH SHIPPING.

The following is extracted from a report of one of the sittings of the Imperial Conference.—Mr. Fisher moved:—"That it is advisable in the interests both of the United Kingdom and of the British Dominions beyond the seas that efforts in favour of British manufactured goods and British shipping should be supported as far as practicable."

He pointed out that other countries assisted their shipping in its competition with other shipping, both by subventions and by contributions from the national Exchequer. They in Australia endeavoured to counterbalance that as far as they could. His colleague, Mr. Pearce, would deal with the matter more fully.

Mr. Pearce said that in 1906 the Commonwealth Government, when dealing with the tariff, brought in proposals for preferential trade under which a preference of 5 per cent. was to be given to British manufactures. With a view to encourage British shipping and to equalize the unfair competition between British and foreign shipping, they attached a condition that the goods to benefit by the preferential arrangement should be brought into the Commonwealth in British ships manned by British seamen. The Governor-General, however, withheld the Royal Assent, and representations were made that the proposals came into conflict with certain treaties between the United Kingdom and foreign countries. Round the coast of Australia there were several powerful and very heavily subsidized lines of foreign steamers, which were under agreement to be placed at the disposal of their own Governments in the event of war, and were in consequence partly manned by trained naval reserve men. The Government of the Commonwealth thought it their duty in the interests of the Empire generally to endeavour to assist British shipping in competition with this class of foreign subsidized shipping. The only way in which they could do so was by exempting British ships from the provisions of their mercantile law. That, however, would be unfair to their own shipping, which, under that law, was subjected to various obligations and burdens. It was with a view to giving some assistance to British shipping that the provision to which he had referred was introduced. The principal difficulty was in regard to certain treaties. He believed that these treaties were in the main with small countries, the trade with which was incon siderable compared with the trade of Australia and New Zealand. The point of view they put forward was that if the Dominions by their legislation desired to assist British shipping in the only way open to them the Government of the United Kingdom might very well consider the advisability of denouncing these provisions which stood in the way of such action. It was true that another condition of the proposed preference was that British ships carrying passengers should not be permitted to carry cargo, but that was not a serious matter, and that legislation had been over-ruled by the Act of 1894. The Merchant Shipping Act should be amended in such a way as to give the Government of the Dominions absolute power to deal with the question.

Mr. Buxton said that their legislation was somewhat in a state of chaos since the passing of the Merchant Shipping Act of 1894. Various amendments were made between 1894 and 1906, and the Imperial Government, but that legislation had been over-ruled by the Act of 1894. The Merchant Shipping Act should be amended in such a way as to give the Government of the Dominions absolute power to deal with the question.

Mr. Buxton said that the position of the British Government was twofold. They appreciated the desire of the Commonwealth Government to assist British shipping, but they had to be concerned in connection with British shipping all the world over. The denunciation of parts of certain treaties might be undertaken if the end justified the means. But it was not merely a question of denouncing treaties. Our trade was affected. With regard to British ships being manned by British subjects, having no other consideration of colour—there had been a marked improvement since the passing of the Merchant Shipping Act of 1906. He could not accept the resolution on the particular point which had been urged, but as regards the general principle the Governments were in agreement.

Sir Wilfrid Laurier said that they were faced with a condition of things under which they had to deal with certain treaties which were in existence long before the Dominions reached their present position and which were negotiated from the point of view of Great Britain alone. In recent years, however, the Home Government had accepted the principle of not including the self-governing Dominions in any commercial treaty without first obtaining their assent. It might be very difficult to ask the British Government to denounce treaties which are an advantage to the United Kingdom, but it might, nevertheless, be possible to meet the view of Australia. With a view to the matter being considered he would at a subsequent meeting propose the following resolution:—

"That His Majesty's Government be requested to open negotiations with several foreign Governments in order to secure that the British Empire should have a view to securing liberty for these Dominions which may so desire to withdraw from the operation of the treaty without impairing the treaty in respect to the rest of the Empire."

Sir Joseph Ward agreed with the resolution proposed by Mr. Fisher. He thought it advisable in the interests of the United Kingdom and of the Dominions beyond the seas that every effort to assist British manufactures and British shipping should be supported as far as practicable. Under existing conditions it was impossible for those conducting the export trade of the United Kingdom in many instances to compete on equal terms with heavily subsidized foreign shipping. As a result of the subventions and other assistance given by other foreign countries it was sometimes cheaper to ship goods from an English port to a German port and thence to a port in Australia or New Zealand than to send the goods from Great Britain direct. The question of treaties opened up a very important matter, and before expressing a definite opinion upon it he would wait to hear Sir Wilfrid Laurier's explanation of his resolution. The employment of coloured seamen on British ships was a serious question from the New Zealand point of view, and he was strongly opposed to it, but he would deal with it more fully on a subsequent resolution. As to helping British manufactures New Zealand already did so to the extent of over £1 million a year.

The further consideration of the resolution was postponed until Friday, the 16th inst., when other resolutions bearing on the same point are to be considered.

NAVIGATION LAW. Mr. Fisher formally moved:—"That it is desirable that the attention of the Governments of the United Kingdom and of the Colonies should be called to the present state of the Navigation Laws in the Empire and in other countries, with a view to secure uniformity of treatment to British shipping; to prevent unfair competition with British ships by foreign subsidized ships; to secure to British ships equal trading advantages with foreign ships; to promote the employment of British seamen on British ships; and to raise the status and improve the conditions of seamen employed on such ships."

Mr. Pearce said that whenever the Commonwealth proposed to pass a Navigation Law, it was reminded by the Board of Trade of the existence of the Merchant Shipping Act, 1894, and the Board of Trade had pressed on the consideration of the Commonwealth Government a view to which, as far as he knew, no Dominion Government had assented—viz., that the Merchant Shipping Act override the Dominion legislation, even in the territorial waters of the Dominion itself. He believed that both Canada and New Zealand had passed Navigation Acts containing provisions similar to those challenged by the Board of Trade in the case of the Commonwealth.

Dr. Findlay—One of ours was reserved for two years.

Mr. Pearce said that it was necessary to have a clear understanding as to how the matter should be dealt with as between the United Kingdom and the Dominions. He agreed as to the desirability of securing uniformity, but he submitted that before the attempt was made the Commonwealth should be permitted to pass its own legislation, and then the matter could be dealt with. To interfere with the passage of such a Bill really impinged on the legislative power of the Commonwealth. There was no desire to put British shipowners at a disadvantage as compared with foreigners, but the Australian Government must in justice to their own shipowners see that they were not put in an unfair position as compared with the British shipowners. It was necessary that they should have a free hand to place their legislation on the Statute-book.

Mr. Harcourt pointed out that the communication of the views of the Board of Trade was made at an early stage under the impression that it would be to the advantage of the Commonwealth Government to know those views at the earliest possible moment.

MR. BUXTON'S AMENDMENT. Mr. Buxton said there was no desire to interfere with the constitutional rights of the Dominions. The Board of Trade, however, were bound to consider and make representations in reference to the interests of the whole trade of the United Kingdom, and it would be imprudent if the communications of the Home Government were not made until after the law had been passed. The Government were willing to accept the proposed resolution provided that it read:—

"That it is desirable that the attention of the Governments of the United Kingdom and of the Dominions should be called to the desirability of taking effectual steps to secure, &c."

Mr. Buxton then made a statement to the effect of saying that in that respect the object aimed at in the resolution had been of late attained.

Mr. Broderick said that their legislation was somewhat in a state of chaos since the passing of the Merchant Shipping Act of 1894. Various amendments were made between 1894 and 1906, and the Imperial Government, but that legislation had been over-ruled by the Act of 1894. The Merchant Shipping Act should be amended in such a way as to give the Government of the Dominions absolute power to deal with the question.

SIR J. WARD'S CRITICISM.

Sir Joseph Ward said it was not the experience of New Zealand that pressure had been brought to bear upon them. When they proposed a new law they sent it to the Home Authorities, as it was desirable to know the points upon which the Imperial Merchant Shipping Act would be in conflict with their proposals. He did not mean by that that they accepted the suggestions of the Home Government as directions, but they were glad to know whether there might be conflict and if possible to avoid it. He would be glad for the Dominion Governments to have greater powers in dealing with these matters. Connected with the question of the Royal Assent was given to a Bill. They on the spot were in a better position to know the special requirements of their own people and to best method of meeting them than the Imperial Parliament.

COLOURED CREWS. He took strong exception to the position that enabled coloured crews, even from portions of the British Empire, competing in inter-colonial trade with white seamen, and he was going to do all in his power to prevent the disastrous results that would follow British shipping companies who paid the regulation wages under the Arbitration Court to officers and men through competition with cheap coloured labour. The British seamen in New Zealand had to maintain their families at home, and it was impossible for the rates of pay that coloured crews received, and he held that there should be no restriction in the power of the Overseas Governments to deal with these matters as they felt to be necessary in the interests of white crews. It could not be denied these matters were of great importance to Overseas Dominions, who understood their local conditions, and were in a better position to legislate than the Imperial Parliament. He dealt with the seamen, and seamen, and seamen. He said there should be power to deal entirely with the wages of seamen, the manning of ships trading from the Dominions to neighbouring Dominions, the fixing and regulation of the accommodation for seamen, the survey of ships and their life-saving appliances, the fixing of load lines, adjustment of compasses, regulation of form of and stipulation in bills of lading for cargo shipped from the Dominions. They should have power to prohibit the employment of coloured and other alien seamen in ships in which it may be deemed advisable they should not be employed, and they should also have power to provide for conditions on which foreign ships may trade to and within the Dominions subject to existing treaty rights with Great Britain. He said that the New Zealand legislation dealing with some of these matters had been assented to by his Majesty, but some had not, and he urged that, in the interests of the white crews of ships owned and manned in the Overseas Dominions, they should be protected against a system of competition of cheap labour which would prove disastrous to British-owned companies in these seas who conform to the laws as to pay and other conditions, and who were being competed against under inequitable conditions.

As far as the question of Asiatics was concerned, he hoped that before the Conference concluded they would pass the general resolution expressing their opinion as to how that great and important question should be dealt with, both in the interests of the Asiatics themselves, who were entitled to consideration, and their own people.

Mr. Buxton pointed out in reply to Mr. Broderick that the Act of 1894 was a consolidating Act, and that its enactment imposed no new restriction on or interference with Canadian merchant shipping legislation. The Canadian legislation as amended on the suggestion of Mr. Buxton was unanimously carried.

The Conference then adjourned.

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[734]

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MERCANTILE AUXILIARIES.

In the House of Lords, recently Lord Brassey called attention to the protection of trade by auxiliary cruisers manned by British seamen. He said the subject especially called for consideration in view of the recent discussions on the Declaration of London. Among the objections urged by the Chambers of Commerce to the Declaration were more strongly insisted upon the conversion of foreign merchant steamers into cruisers. We had a vast shipping to protect. The steamers over 2,000 tons on Lloyd's Register numbered 2,600 under the British flag, as against Germany, 270; France 97; the United States, 33. He was serving at the Admiralty at the time of the Russian incident. In view of the possibility of an immediate declaration of war with Russia the Admiralty was compelled to take up vessels at home and abroad. They were severely criticized, but the expenditure was inevitable. The reasons were given by an eminent shipowner, the late Mr. Ismay, in evidence before a Royal Commission. He stated that at the commencement of the Russian sea great temptations were offered to the owners of the White Star steamers running between San Francisco and Japan. One who came to the Pacific, he added, would have been transferred to the flag of the United States if that offer had been accepted. Those owners of the Russian sea were not lost on the Admiralty. In 1887, when contracts for the service to New York were being renewed, the Admiralty addressed a letter to the Treasury in which they urged that the steamers subsidized to carry mails should be engaged for service as cruisers. In pursuance of their recommendations, a number of vessels were enrolled. When the Atlantic Combine was formed, we had no hold on the ships for which subsidies had been paid. It was resolved to discontinue subsidies and to rely on the power in emergency to take up vessels. The change of policy was ill-judged. Auxiliary cruisers were required, and the opportunity for supplementing our Navy with auxiliary vessels would generally offer in connection with contracts for coaling mail service. It had to be seen that the subsidized vessels should be at the disposal of the Government when required. Conditions should be insisted upon as to construction. Our ablest constructors had been unanimous in the view that it was possible to build auxiliary cruisers that they might have effective protection. The estimates had been increased to an amount never approached in time of peace. Cruisers had absorbed a large proportion of the shipbuilding, and the ships were few for the protection of a commerce which extended to every sea. Our policy should be not to rely on the Navy alone, but to organize a Reserve consisting of the vessels subsidized for swift communication with the States of the outer Empire and for opening up new lines of trade.

Lord Inverclyde said he thought the cause of the trouble was that our mercantile marine was increasing at such a rate that the Navy was not able to keep pace with it. The shipowners were perfectly ready to have their ships fitted to meet the requirements of the Admiralty and to be paid for the services they rendered, but they did not ask to be subsidized. The Government already had a call on some fast ships, and if it was desired to increase the number he was sure the shipowners would endeavour to meet their wishes. Lord Ellenborough said it would be extremely desirable to be able to see utterly defenceless against torpedoes. He thought the shipowners should have their ships so fitted that a gun could easily be put on board. He doubted very much, however, whether these small guns were in existence. Lord Inverclyde said the *Lusitania* and the *Mauritania* were already fitted, the guns were in store, and could be put on board at very short notice. The Earl of Granard said that when this matter was first brought forward in 1887 there were on the Atlantic trade two ships, the *Etruria* and

Umbræ, which were known as ocean greyhounds. Their speed was 19 knots, and there was no regular cruiser with a speed under natural draught of more than 16 or 17. To-day our regular cruisers, and those of foreign Powers, obtained a speed approximating to 25 knots, and the only ships in the Mercantile Marine which exceeded that speed were the *Mauritania* and the *Lusitania*, of the Cunard Company. It followed as a natural sequence that any armed merchantman that did not exceed the speed of the fastest regular cruiser must in the course of time fall a victim to the cruisers. The price paid as subsidies to the Cunard Company some years ago exceeded £150,000 per annum, in addition to an advance of £2,000,000 on advantageous terms. The whole question was gone into by the Campden Committee in 1905, which made several suggestions with regard to subsidies, and Mr. Arnold-Forster, who then represented the Admiralty in the House of Commons, stated that the Admiralty would not consider the subsidy of any merchant vessel with a speed of less than 22 knots. That was the policy of the Admiralty to-day. If they were to subsidize vessels whose speed would be comparable to that of cruisers to-day the expense would be out of all proportion to the results they would receive. If once they asked a shipping company to build a ship whose speed was above that of commercial requirements, the Government must pay for it. It might be said that armed merchant cruisers would be of very great use in parts of the ocean where there were no hostile fast cruisers, but the Admiralty contended that they had a sufficient number of these vessels at their disposal to-day. Under an agreement with the International Marine Company they had a right of pre-emption for the hire or purchase of British vessels owned by that company, and the Admiralty could not see their way to enlarge their subsidies any further. He was glad to be able to inform Lord Ellenborough that armaments were ready for all the ships controlled by the Board of Admiralty under the agreement.

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SHANGHAI, MOJI, KOBE and YOKOHAMA	ASSAYE Capt. D. C. Gregor, R.N.R.	D'light, 2nd July	Freight and Passage
SHANGHAI	ASSAYE Capt. G. W. Cookman, R.N.R.	About 6th July	Freight and Passage
LONDON via USUAL PORTS DETTA	DETTA Capt. E. P. Martin, R.N.R.	Noon, 8th July	See Special of Call
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. F. J. Fox	About 13th July	Freight and Passage

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E. A. HEWETT,
Superintendent.

Hongkong, 30th June, 1911.

CHINA NAVIGATION CO., LD.

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FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAU, WEIHAH, WEL, CHEFOO and NEWCHANG	"NANCHANG"	On 30th June, 4 P.M.
AMOI and SHANGHAI	"YUNNAN"	On 1st July, 4 P.M.
SHANGHAI	"CHINHUA"	On 1st July, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 2nd July, Noon
MANILA, CEBU and ILOILO	"TEAN"	On 4th July, 4 P.M.
SHANGHAI	"ANHUI"	On 6th July, 4 P.M.
TSINGTAU	"HUICHOW"	On 8th July, 4 P.M.
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TSINGTAU via SWATOW WEIHAH, WEL & CHEFOO	"CHEONGSHING"	Friday, 30th June, Noon.
SINGAPORE, PENANG & CALUTTA	"LAISANG"	Saturday, 1st July, Noon.
MANILA	"LOONGSANG"	Saturday, 1st July, 2 P.M.
MANILA	"YUENSANG"	Saturday, 8th July, 2 P.M.

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FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILIA	9th July
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. SILVIA	21st July
FOR HAVRE & HAMBURG:	S.S. SPEZIA	3rd Aug.
FOR ROTTERDAM & HAMBURG:	S.S. BRISGATIA	7th Aug.
FOR HAMBURG & ANTWERP:	S.S. SAXONIA	10th Aug.

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"HAIMUN"	Capt. J. W. Evans	SUNDAY, 2nd July, at 10 A.M.
"HAITAN"	Capt. J. S. Rouch	FRIDAY, 7th July, at 11 A.M.

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* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
* TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, Noon
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.

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HUTO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.
HONGKONG MARU	11,000	H. Hinokuma	WEDNESDAY, Dec. 13th, Noon.

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	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
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VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kou	7,000	{ SATURDAY, 15th July, from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Noda, AWA MARU Capt. Itazawa	7,000 7,000	{ TUESDAY, 18th July, at 4 P.M. { TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler	6,000 6,000	{ FRIDAY, 7th July, at Noon { FRIDAY, 4th Aug., at Noon
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	{ TUESDAY, 4th July, at Noon
KOBE and YOKOHAMA	IYO MARU Capt. R. Takeda	7,000	{ THURSDAY, 6th July, A.M.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. J. Teranaka	5,000	{ TUESDAY, 11th July
SHANGHAI and KOBE	COLOMBO MARU Capt. Sator	5,000	{ WEDNESDAY, 5th August

* Calling at Djibouti.
* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.**CHEAPEST SUMMER RATES**

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-40]

T. KUSUMOTO, MANAGER.

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PACIFIC MAIL CO.**

ROUTE.

SEMI-TROPIC ROUTE across the PACIFIC via

Only Line taking the warm SOUTH PACIFIC via HONOLULU, OAHU, the most BEAUTIFUL ISLAND of the PACIFIC.

(SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
* MONGOLIA	SATURDAY, 15th July, at 1 P.M.
* KOREA	FRIDAY, 11th Aug., at 1 P.M.
* SIBERIA	FRIDAY, 25th Aug., at 1 P.M.
* MANCHURIA	FRIDAY, 8th Sept., at 1 P.M.
* MONGOLIA	SATURDAY, 30th Sept., at 1 P.M.
* KOREA	SATURDAY, 28th Oct., at 1 P.M.
* SIBERIA	FRIDAY, 10th Nov., at 1 P.M.
* MANCHURIA	SATURDAY, 25th Nov., at 1 P.M.

All S.S. "MONGOLIA" will be despatched for SAN FRANCISCO

via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU,

YOKOHAMA and HONOLULU, on SATURDAY, 15th July, at 1 P.M.

FARES: HONGKONG to LONDON \$71 10s. 0d. RETURN, SIX

MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS

ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Offices of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 P.M.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports, £43.

via New York " " " 25s.

HONGKONG to SAN FRANCISCO " " " 25s.

Th rough Bills of Lading issued to Japan, North, Central and South American Ports

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT. [48]

THOS. COOK & SON,TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.Head Office for the Far East:— 16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATSE STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

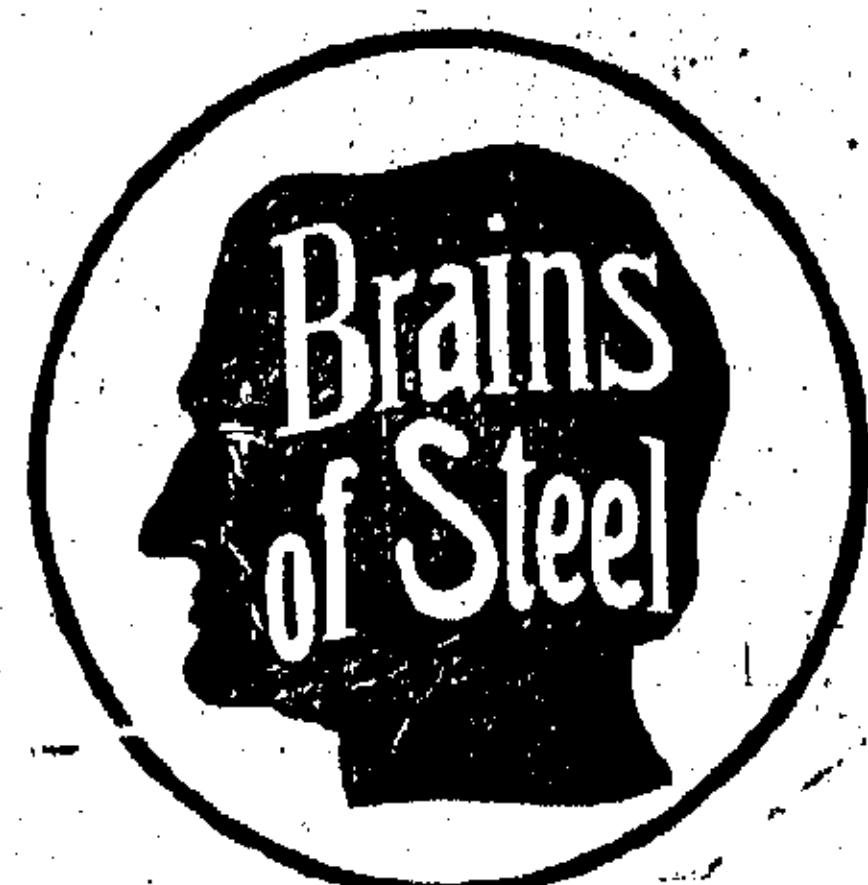
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

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GRIMME, NATALIS & CO.,
BRAUNSCHEWIG.

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HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.



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TYPEWRITER.

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HUGO C. A. FROMM,
HONGKONG,
4, Queen's Buildings,
Telephone No. 960.



Sole Representative for Hongkong and South China
HUGO C. A. FROMM, Hongkong.

Only fully POST OFFICE NOTICE
Route to EUROPE letters and postcards are transmissible by the SIBERIAN
The Taishan, with the
FOR mail, is due to arrive here to-morrow.

Swatow, Amoy and Foochow

DATE

Friday, 30th, 10.00 A.M.

Printed Matter and Sam-

ples... 10.00 A.M.

Registration... 10.00 A.M.

(Registration, with late

fee of 10 cents, up to

10.30 A.M.)

Registration... 10.00 A.M.

Printed Matter and Sam-

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Registration... 11.00 A.M.

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fee of 10 cents, up to

11.30 A.M.)

Registration... 11.00 A.M.

Printed Matter and Sam-

ples... 11.00 A.M.

Registration... 11.00 A.M.

(Registration, with late

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

June 29th.

On LONDON:—
Telegraphic Transfer... 1/9 1/2
Bank Bills, on demand... 1/9 1/2
Bank Bills, at 30 days sight... 1/9 1/2
Bank Bills, at 4 months sight... 1/9 1/2
Credits, at 4 months sight... 1/9 1/2
Documentary Bills 4 months sight... 1/10 1/2

On PARIS:—
Bank Bills, on demand... 228
Credits, at 4 months sight... 232

On GERMANY:—
On demand... 184

On NEW YORK:—
Bank Bills, on demand... 433
Credits, at 60 days sight... 443

On BOMBAY:—
Telegraphic Transfer... 134 1/2
Bank, on demand... 135

On CALCUTTA:—
Telegraphic Transfer... 134 1/2
Bank, on demand... 135

On SHANGHAI:—
Bank, at sight... 74 1/2
Private, 30 days sight... 75 1/2

On YOKOHAMA:—
On demand... 88 1/2
On demand—Pesos—88 1/2

On SINGAPORE:—
On demand... 77 1/2
On demand... 77 1/2

On HONGKONG:—
On demand... 14 1/2
On demand... 14 1/2

On SAIGON:—
On demand... 84 1/2
On demand... 84 1/2

On BANGKOK:—
On demand... 87 1/2
On demand... 87 1/2

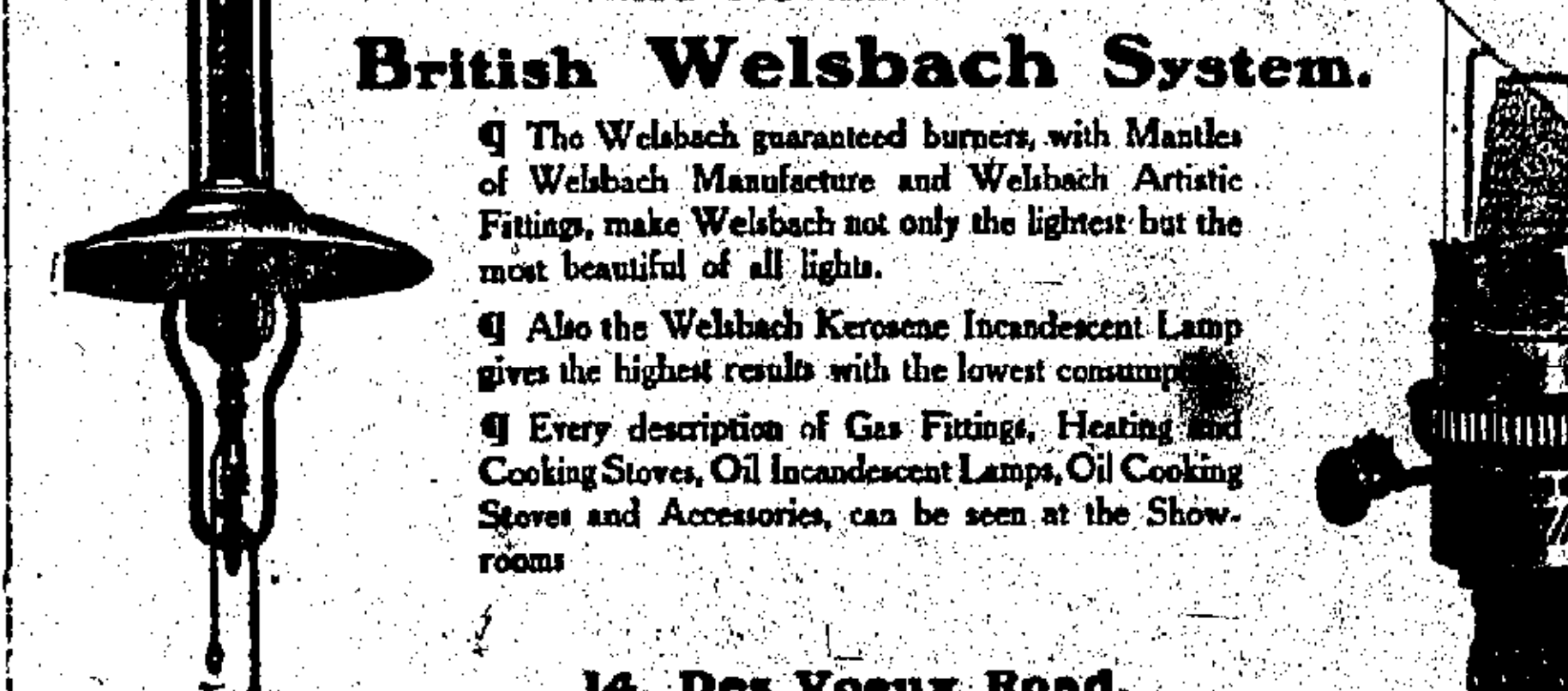
On SOERABAYA:—
Bank's Buying Rate... 87 1/2
GOLD LEAF, 100 fine, per tola... 243 1/2
BAR SILVER, per oz... 243 1/2

SHARE LIST—QUOTATIONS. HONGKONG, JUNE 29TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$885, sales
National Bank of China, Limited	99,925	\$7	all	\$87.10
China Bank Corporation, Limited	60,000	\$12	all	\$83, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$9, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$11.5, sellers
Corro's Mills.	200,000	\$10	all	\$7.10, sal. & bu.
Wool Textiles.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	all	\$53, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46
Leong Kung-Mow & Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 55 1/2
Soy Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$74	all	\$21 1/2, buyers
DOCK AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$80	all	\$49 1/2, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$55, sellers
New Amoy Dock Co., Limited	10,000	\$64	all	\$3, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 62
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 84
Greenland & Co., Limited	15,000	\$25	all	\$4, sellers
Greenland & Co., Limited	40,000	\$10	all	\$3, buyers
Hongkong & China Gas Co., Limited	7,000	\$10	all	\$195
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$120
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$75, sales
Hongkong Ice Company, Limited	50,000	\$10	all	\$11, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$100, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7 1/2, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$180, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$20, buyers
China Traders Insurance Co., Limited	20,000	\$33.33	all	\$105
Hongkong Fire Insurance Co., Limited	20,000	\$250	all	\$335, sales
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 156, buyers
Union Insurance Society, Limited	12,400	\$250	all	\$303, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$200, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	30,000	\$100	all	\$95, sales & buy.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$50	all	\$51, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$47
MISCELLANEOUS.				
Scott's & Co. Chartered Bankers	15,000	£250	all	\$700
South Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$124
Philippine Co., Limited	50,000	\$10	all	\$4, buyers
RAVING.				
China Sugar Refining Co., Limited	7,000	\$100	all	\$81
Leong Kung-Mow & Co. Refining Co., Limited	20,000	\$100	all	\$22, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, sellers
China Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Shanghai, Canton & Macao S.S. Co., Ltd.	60,000	\$25	all	\$303, sales
Shell & Steam Navigation Co., Ltd.	60,000	\$1	all	65, sel. @ \$5.17/6
Star Ferry & Trading Co., Limited	2,500,000	\$1	all	90, sellers
South China Money, Limited	10,000	\$10	all	\$25, buyers
Steam Laundry Co., Ltd.	10,000	\$10	all	\$5 1/2, buyers
STOKES AND DISPENSARY, Limited	6,000	\$25	all	\$25
Campbell, Moore & Co., Limited	20,000	\$5	all	\$63, sales
Wm. Powell, Limited	1,200	\$10	all	\$9, buyers
Watkins, Limited	15,000	\$7	all	\$3, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$3, sellers
Wiesmann, Limited	90,000	\$10	all	\$53, buyers
H. Price & Co., Ltd.	3,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	15,000	\$10	all	\$12, buyers
Union Waterboat Co., Limited	9,900	ordy	all	\$4
RUSSIAN.				
Para Rubber in London	100 fides	\$10	all	\$500
LOANS.				
Chinese Imperial 1896	Tls. 767,200	Tls. 767,200	all	4 1/2 per lb., quiet

TELE ADDRESS: MARINEWORK. 司公限有林威
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Gas Lighting, Heating and Cooking.

The most Efficient, Economical,
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British Welsbach System.



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(Sole Agents for The Welsbach Incandescent
Gas Light Co., Ltd., London.)

CLEARING OUT STOCK OF MANTLES AND FITTINGS AT CUTPRICES. (73)

THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80
PER 100

FROM ALL TOBACCONISTS.



THE NESTLE & ANGLO-SWISS CONDENSED MILK CO. CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above
Company is its

Milkmaid BRAND
Milk
GUARANTEED
FULL CREAM.
LARGEST SALE
IN THE
WORLD.

**STERILIZED
NATURAL MILK.**
A trial of which will satisfy you of its
EXCELLENCE.
Prior:
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.
ON SALE AT:
LANE, CRAWFORD & Co.
KUAN TIE, Queen's Road Central.
CHEONG TIE, Queen's Road Central.
MAN YUEN, Queen's Road Central.
NAN WING LUNG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Canal Road.

D.C.L. GINS.

KING GEORGE IV WHISKY

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HONG KONG

SPARKLING AERATED WATERS

TELEPHONE No. 135.

WELCH'S GRAPE JUICE

PORTS AND SHERRIES

CLARETS AND HOCKS

CLIFFORD WILKINSON'S TANSAN

DRAUGHT ALES & STOUTS

FOORTHCOMING EVENTS.
Tuesday, 4th July—Hippodrome Circus at
Caneaway Bay, 9.15 P.M.
Saturday, 15th July—Extraordinary General
Meeting of the National Bank of China,
Ltd., 12.30 P.M.

ON SALE.
MAIL TABLES
FOR 1911.

Shows the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival, as well as their destinations, as
also the dates of return Mails.

Printed on Card ... 30 Cents.
On Paper ... 20 "

On Sale at the Hongkong Daily Press
Office.
Hongkong, 6th February, 1911.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des
Voeux Road Central, Victoria, Hongkong; London Office, 151, Fleet Street E.C.